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CITY OF WASCO

GENERAL PLAN POLICIES



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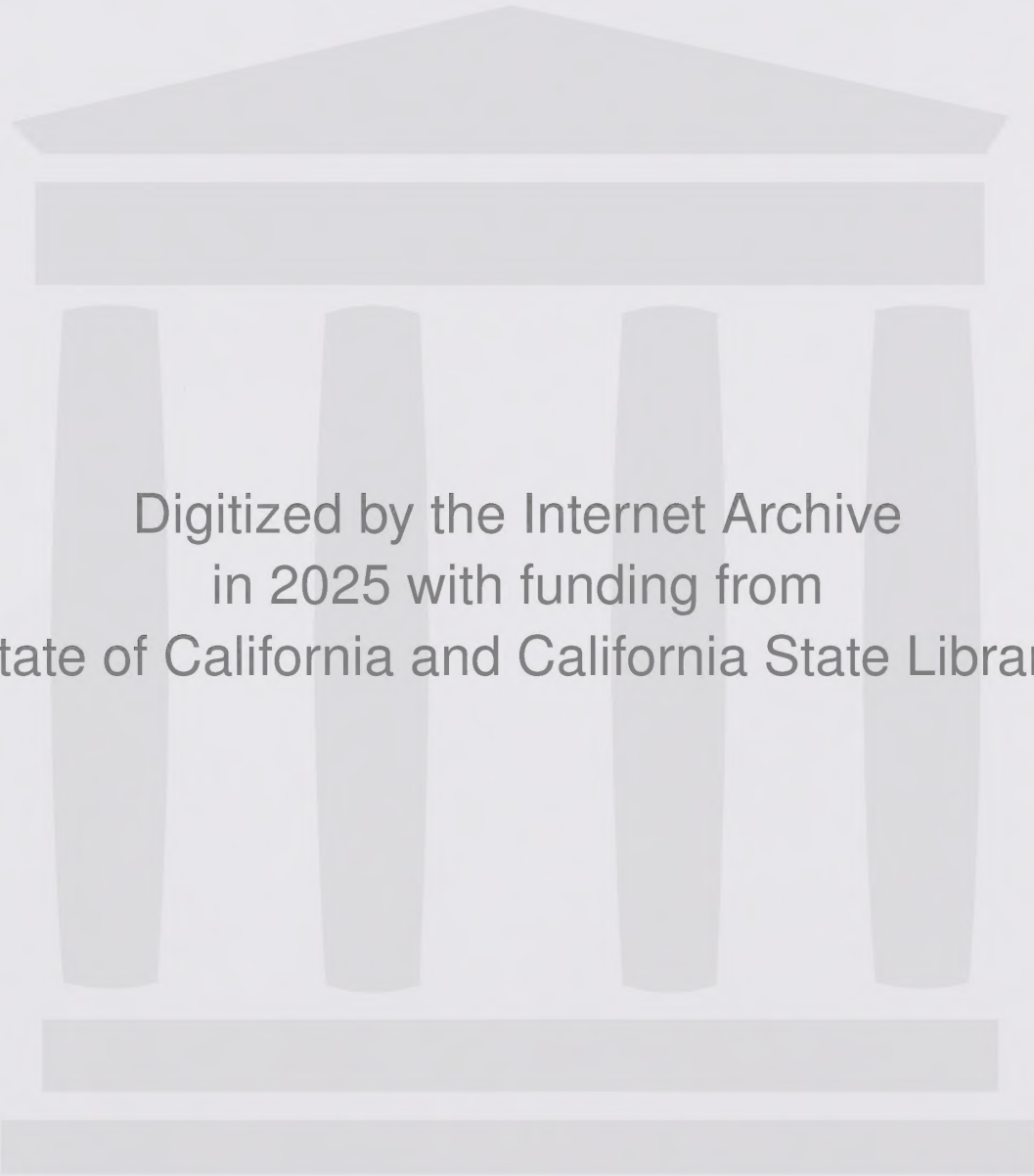
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August 2002



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CITY OF WASCO

General Plan Policies

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August 2002

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CHAPTER 1.0

INTRODUCTION

CHAPTER 1.0 INTRODUCTION

1.1 BACKGROUND

This is an update to the General Plan of the City of Wasco. By State Law, each City and County in California is required prepare and maintain a General Plan that contains the City's policies and standards for growth and development in the community. The General Plan includes an identification of the general pattern and intensity of growth over the next thirty years, and policies and standards to be applied to specific development projects. The General Plan is to contain a minimum of seven "elements", each addressing a special aspect of local growth concerns. This General Plan contains an optional element—agriculture—because of the community's concerns and priorities regarding the continued feasibility of agriculture in the community.

1.2 UPDATE PROCESS

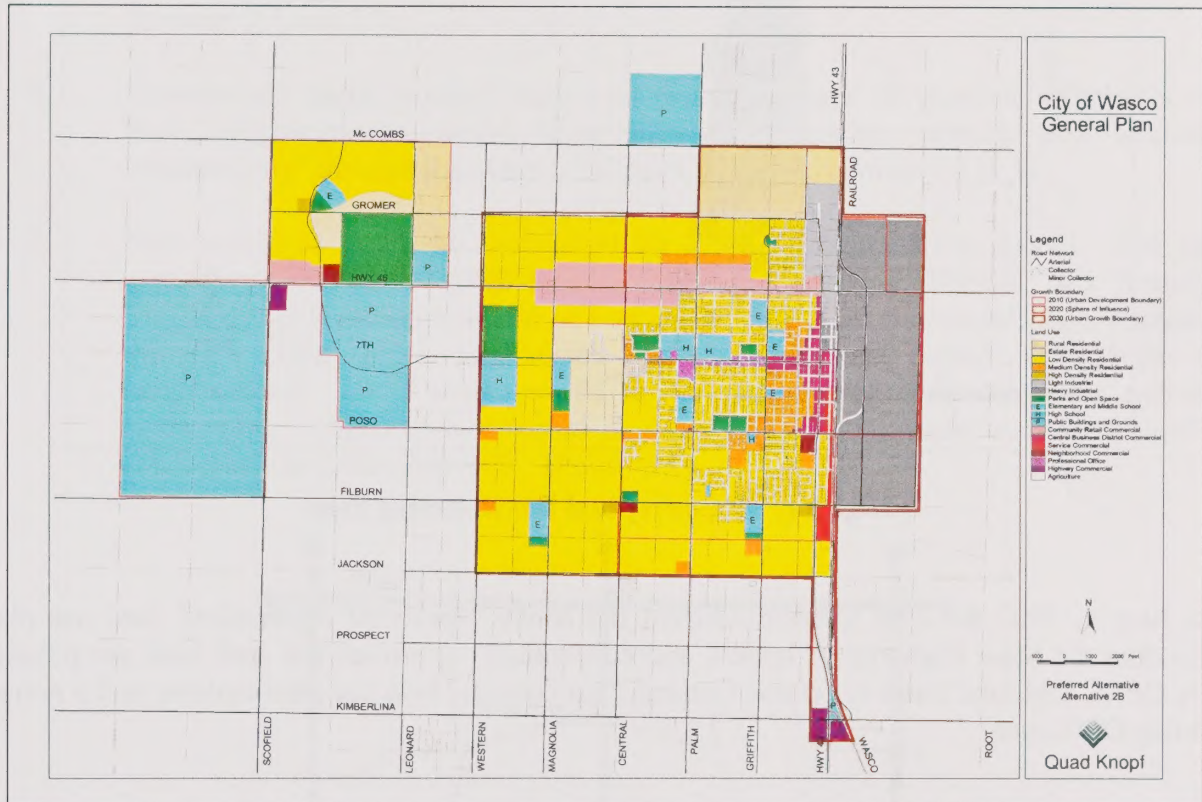
The General Plan Update was started with visioning workshops where citizens and civic leaders expressed their opinions about the city and its growth issues, opportunities, and constraints. Planning Commission and City Council General Plan Advisory Committee meetings were also held to discuss existing conditions, community visioning, development alternatives, comments and expectations about the General Plan process. The first step in the workshop process was to review the purposes and processes for the General Plan, existing General Plan policies, and to identify specific additional areas for development and discussion. The next exercise in the workshop was to break into small groups to discuss; "What do you like about Wasco?", "What do you dislike about Wasco?", and "What would you change if you could?". The likes, dislikes and changes were reviewed with the entire group. This exercise highlighted the community's strengths and weaknesses, and began the articulation of ideas for achieving a preferred future.

These workshops identified needed changes in the community and established the core values for development of the General Plan. Groups were formed and then asked to create a "picture" of the future of Wasco. Based on the workshops, the following Planning Principles were developed:

1. Development to the south and west is preferred; however, vacant areas need to be filled in to the north and services need to be added to ensure their viability.
2. Provide adequate land for a wide range of industrial uses. Larger scale uses (warehousing) and higher intensity uses not compatible with residential development should be located outside of the present industrial park, either east of the community, or along SH 99. In order to increase capture of industries in the community, such areas should be master planned to expedite processing of applicants, and aggressively marketed (along with the industrial park) to targeted industries.

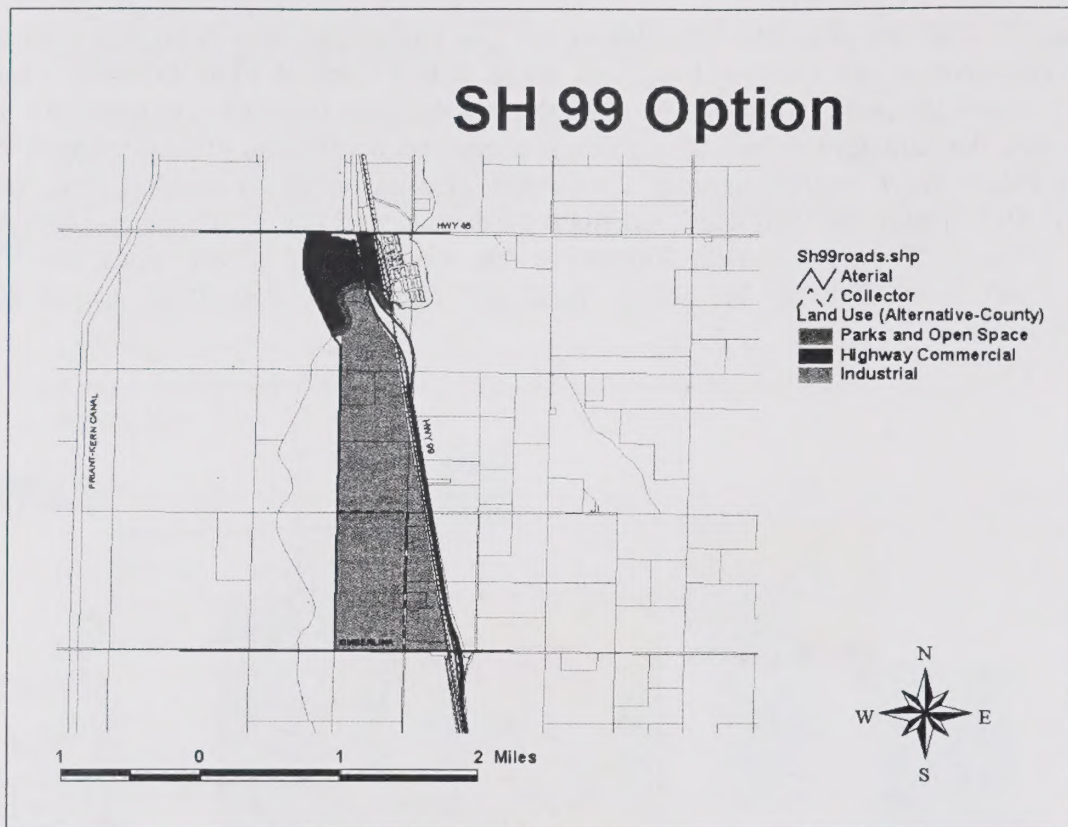
3. Downtown should not be allowed to further decline in its importance as the geographic and service center of the community.
4. Avoid nuisance areas such as the airport (noise, safety), wastewater treatment plant (odor and noise), railroad (noise), and prison (glare). Buffer the prison and wastewater treatment plant through open space/agriculture zoning and usage of community-level parks.
5. Capitalize on SH 99 for unique development opportunities that cannot be accommodated in town, but don't compete with existing commercial and industrial areas. Make sure that this is a design asset from the community through high design standards.
6. Preserve small town atmosphere through preservation of downtown, infill of unused or underutilized parcels, usage of street standards that are appropriate for neighborhood scale and planned traffic levels, and the preservation and enlargement of community meeting spaces. Plan for the expansion of the downtown in proportion to growth in the community.
7. Maintain the City's high level of circulation service, increase connectivity of neighborhoods, and minimize division of the community caused by major transportation facilities (e.g., railroads, highways and arterials).
8. Use schools, parks and central features of neighborhoods, and use pedestrian friendly features to create neighborhoods, not just housing tracts. Place greater emphasis on larger lot housing to accommodate all housing needs.
9. Use SH 46 as the circulation and commercial "spine" of the community.
10. Increase the beauty of the community through the usage of additional large trees, removal of blight, and increased design standards.
11. Make growth contiguous. Provide incentives for infill development, develop growth-phasing boundaries, and ensure development and/or redevelopment of underutilized properties.
12. Increase economic vitality and competitiveness of community through job growth, new commercial development, increased health services, family entertainment services and the quality of residential areas.
13. Develop feasible financing mechanisms that will ensure the development and maintenance of infrastructure and community amenities in conformance with standards established in the General Plan.

On March 5, 2002, the Planning Commission and City Council adopted these principles to guide the development of the General Plan, and asked that a General Plan Advisory Committee (GPAC) review the policies appropriate to implement these principles, to develop a land use plan, and to develop appropriate zoning designations and regulations in conformance with the General Plan. Three land plans were considered, plus an option to develop along the State Highway 99 Corridor. A "Northern" Alternative was reviewed that would expand growth north of McCombs, a "Western" growth Alternative that would direct growth along the 7th Street Corridor and State Highway 46, and a "Southern" Alternative that direct growth south to Prospect Avenue.



"Preferred" Alternative

The Planning Commission and City Council also reviewed an option to each of the plans to designate development along the SH 99 corridor. This option would anticipate development along this corridor and hold it in reserve for uses that cannot be accommodated within the contiguous community. A conceptual plan was developed for this area and is shown below.



Highway 99 Conceptual Development Plan

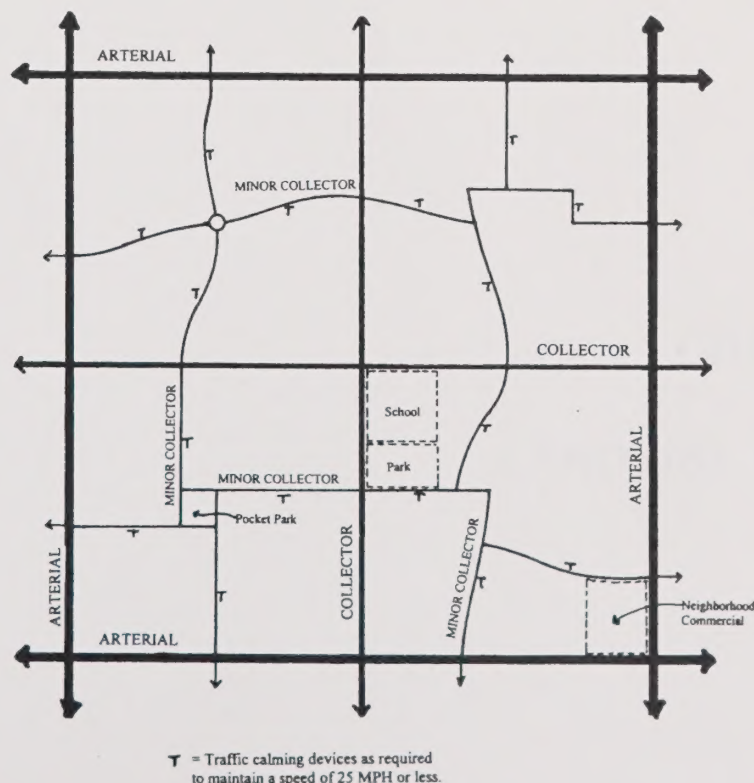
On June 4, 2002 the City Council adopted the above "Preferred Alternative" land use plan, including the State Highway 99 option, and conceptually approved the draft land use policies. The GPAC met nine times to review General Plan policies, land use plan options, and a revised Zoning Ordinance.

1.3 SIGNIFICANT ISSUES

This documents contains the policies and standards developed by the staff, consultant and GPAC. There are policies for land use, conservation and open space, agriculture, circulation, housing, safety and noise. Many of the policies in the General Plan are a continuation of existing policies and practices. There are, however, a number of new policies and policy directions that are worth noting. These include the following:

1. Development of the community along the 7th Street and Highway 46 axis. Previous plans showed growth north, south and east, with limited growth to the east. This General Plan directs growth primarily to the west, with some growth to the south. (Policy 2.1.A.4)

2. Development should be directed away from the County Airport. Limited, lower intensity uses would be permitted north of SH 46. (Policy 2.1.C.3)
3. Growth in the community would be guided by phasing lines. Growth would be contiguous to existing development and within the designated phasing lines. Expansion of these phasing lines would be permitted upon significant buildout of existing planned areas. (Policy 2.1.B)
4. A new hierarchy of residential land uses would be established. (Policy 2.2).
5. A new hierarchy of commercial and industrial land uses would be established (Policies 2.3 and 2.4)
6. Schools and parks would function as central features of planned neighborhoods. Such neighborhoods would have planned pedestrian, transit, and vehicular "connectivity" through the usage of Minor Collectors. (Policy 2.1.A.5)
7. New standards would be established for the City's circulation system. The new system would include Local streets, Minor Collectors, Collectors, and Arterials. Traffic calming measures would be required to protect neighborhoods from excessive through traffic trips, but would permit pedestrian access throughout the neighborhood. Local streets would be narrower; all streets would have parkway landscaping. Neighborhoods would be developed in accordance with the following conceptual circulation network. (Policy 5.1).



8. The Sphere of Influence lines in the community would be amendment to implement the plan. The existing Sphere of Influence lines would be amended to reduce area to the north and east, and would be expanded to include the a narrow strip along the SH 46 and the SH 99 frontage included in the SH 99 option.

CHAPTER 2.0
LAND USE ELEMENT

2.0 LAND USE ELEMENT

2.1 GENERAL LAND USE AND COMMUNITY DESIGN

Objective:

- A. Maintain and enhance the “small town” character and quality of life in the community by maintaining the Central Business District as the geographical center of the community, through special design guidelines and streetscape improvements.

Policies and Standards

1. Maintain and enhance Wasco’s physical diversity, visual qualities and small town characteristics.
 2. Strive to keep Wasco separate and distinct from nearby communities.
 3. Maintain the core area 7th Street corridor as the City’s geographic center.
 4. Maintain the Central Business District (bounded by the BNSF Railroad to the east, 6th Street to the north, 8th Street to the south and Griffith Avenue to the west)) and the 7th Street corridor as Wasco’s traditional medical, professional, government and cultural center. New uses and services should be directed to the CBD and the 7th Street Corridor to the extent practicable. The CBD shall be expanded in proportion to the expansion of the community.
 5. Schools and parks shall be used as central features of neighborhoods. Neighborhoods shall be connected to these central features, shopping and service areas, and to other neighborhoods by Minor Collectors.
 6. Maintain the City’s high level of circulation level of service, increase connectivity of neighborhoods, and minimize division of the community caused by major transportation facilities (e.g., railroads, highways and arterials). The City shall use a hierarchy of streets including Local Roads, Minor Collectors, Collectors and Arterials to facilitate such circulation.
 7. Infill shall be encouraged on unused or underutilized parcels. Street standards shall be used that are appropriate for neighborhood scale and planned traffic levels.
 8. Improve the aesthetics along the BNSF Railroad gateway into downtown.
 9. Encourage larger lot residential in peripheral areas as a density transition to agricultural land (Estate and Rural Residential designations).
- B. Ensure that the community grows in an orderly manner to minimize infrastructure costs, to ensure that growth occurs in a contiguous manner, public facilities are provided in a timely manner, and to ensure that agricultural lands are preserved.

1. Prominent physical natural or man-made features shall be used as growth phasing lines. Such features are to be used as the “hard edges” for urban development.
 2. Provide for orderly growth and development patterns through the designation of growth boundaries to be phased over time. Development shall only be permitted in the Urban Development Boundary. The Urban Development Boundary may be expanded upon the following findings:
 - a. That at least 80 percent of the residential area within the Urban Development Boundary has been developed, or that undeveloped land within the Urban Development Boundary provides less than a ten-year supply of residential, commercial, industrial or public land uses; and that at least 60 percent of an individual land use (e.g., low density residential, estate residential, community commercial, etc.) has been developed.
 - b. That adequate infrastructure exists in the expansion area, or will exist upon development.
 - c. That the Urban Development Boundary expansion area is substantially contiguous to existing development in the community.
 - d. That the expansion area is not larger than the area necessary to provide an adequate ten-year supply of residential, commercial, public and industrial land uses, plus a 30 percent vacancy factor.
 3. Areas annexed to the City shall be within the Urban Development Boundary and shall be substantially contiguous to the existing City Limits. “Substantially contiguous” shall mean that at least 20 percent of the annexed parcel’s perimeter is contiguous to existing City limits.
 4. Development to the south and west is preferred.
 5. Encourage the removal of lands under Williamson Act contract to accommodate growth in the appropriate development phase.
- C. Ensure that development is compatible with the operation of Kern County Airport. (Reference Table 2-1 and Table 2-2.)
1. All land uses and intensities shall be in accordance with airport compatibility criteria indicated on the Kern County Airport Land Use Compatibility Table.
 2. Zones may also apply elsewhere if an airport has atypical operational procedures or specialized aircraft activities.

Table 2-1
Compatibility Criteria
Kern County Airport Land Use Compatibility Plan
Maximum Densities

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential ¹ (du/ gross acre)	Other Uses (people/gross acre) ²	
A	Runway Protection Zone or within Building Restriction Line	- High risk - High noise levels	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	- Substantial risk — aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway - Substantial noise	0.1	60	30%
B2	Extended Approach/Departure zone	- Significant risk — aircraft commonly below 800 ft. AGL - Significant noise	0.5	60	30%
C	Common Airport Environs	- Limited risk — aircraft at or below 1,000 ft. AGL - Frequent noise intrusion	15	150	15%
D	Other Airport Environs	- Negligible risk - Potential for annoyance from overflights	No Limit	No Limit	No Requirements

1. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
2. People per acre at any one time, including employees, customers and visitors.
3. Open land requirements are intended to be applied with respect to the entire zone.

Table 2-2
Compatibility Criteria
Kern County Airport Land Use Compatibility Plan
Land Use Compatibility

Zone	Additional Criteria		Examples	
	Prohibited Uses ¹	Other Development Conditions	Normally Acceptable Uses ²	Uses Not Normally Acceptable ³
A	- All structures except ones with location set by aeronautical function - Assemblages of people - Objects exceeding FAR part 77 height limits - Hazards to flight	Dedication of aviation easement	- Aircraft tiedown apron - Pastures, field crops, vineyards - Automobile parking	Heavy poles, signs, large trees, etc.
B1 and B2	- Schools, day care centers, libraries - Hospitals, nursing homes - Highly noise-sensitive uses (e.g. amphitheaters) - Storage of highly flammable materials⁷ - Hazards to flight	- Locate structures maximum distance from extended runway centerline - Dedication of aviation easement	- Uses in Zone A - Any agricultural use except ones attracting bird flocks - Warehousing, truck terminals - Two-story offices - Single-family homes on an existing lot	- Residential subdivisions - Intensive retail uses - Intensive manufacturing or food processing uses - Offices with more than two stories - Hotels and motels
C	- Schools - Hospitals, nursing homes - Hazards to flight	Dedication of over-flight easement for residential uses	- Uses in Zone B - Parks, playgrounds - Most retail uses - Duplexes and medium-density apartments - Two-story motels	- Large shopping malls - Theaters, auditoriums - Large sports stadiums - Hi-rise office buildings with more than four stories
D	Hazards to flight	Deed notice required for residential development	All except ones hazardous to flight	

1. May be modified by airport-specific policies or decision of local governing body with appropriate findings.
2. Within the B1 and B2 zones, only aviation fuels other aviation-related materials, and up to 2,000 gallons of nonaviation materials.
3. These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.

3. Residential parcels should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
4. A land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Special short-term events related to aviation (e.g., air shows), as well as non-aviation special events, shall be exempt from the maximum density criteria.
5. Open land requirements are intended to be applied with respect to the entire zone.
6. The restrictions and standards contained in the Airport Land Use Compatibility Table may be superseded by Airport-specific policies or a decision of the City Council upon recommendation of the Planning Commission where a finding is made that the policy or decision will not result in an increase in risks to property or persons, or where other community needs or benefits to the community substantially outweigh the increased risks. Such findings shall be based upon substantial evidence in the record.
7. Uses that do not meet the density and other development conditions may be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists, and the findings in Policy B 6 are made.

2.2 RESIDENTIAL LAND USE

Objectives

- A. Designate and allow for the development of a wide range of residential housing types in the City including housing for middle and upper income families to meet the needs of all residents.

Policies, Standards

1. The following residential density designations shall be used:
 - a. **Rural Residential** (0 – 2 dwelling units/gross acre). The Rural Residential land use category provides for a land use pattern characterized by residential development with lot sizes ranging from a minimum of 20,000 square feet to a maximum of 2.5 acres. The usual development pattern found in such areas is standard subdivision development with lot sizes generally between 20,000 square feet to 2.5 acres. All residential developments above 1 unit per acre need not be served by City sewer and water services if adequate private services can be provided. This designation should be used on areas where there are permanent edges, or where higher densities may conflict with safety objectives. Farm animals may be permitted on lots which are at least one acre in size and which are not abutted by higher density residential land uses.

- b. **Estate Residential** (2 - 4.5 dwelling units/gross acre). The Estate Residential land use is intended to promote larger lot homes and where the overall density of an area should be limited because of public facility, safety or aesthetic concerns.
- c. **Low Density Residential** (4.5 - 7.5 dwelling units/gross acre). The low density residential category provides for a land use pattern and development of predominantly single-family homes as permitted in the R-1 zone district. This designation also provides for innovative designs, which utilize clustering, duplexes or half-plexes on corner lots, zero lot line, or planned development features. Lot sizes generally range from 6,000-10,000 square feet. Developments in excess of 7.0 units per acre are encouraged for infill parcels, in specific plan, master plan areas or with a PUD.
- d. **Medium Density Residential** (7.6 - 15.0 dwelling units/gross acre). This land use category provides for a land use pattern characterized predominantly by small scale multiple family residential developments. The typical residential pattern includes duplexes and larger scale, low rise, high-amenity apartments. Areas designated medium-high density residential are to be integrated throughout the community adjacent to transportation, community services and commercial developments. To avoid inappropriate concentration of these facilities, such developments shall be limited to 25 contiguous units when integrated into a single-family neighborhood and to 50 contiguous units when developed as a freestanding development. Additional requirements include:
 - 1. Such facilities should be dispersed throughout the community and not concentrated in any one neighborhood.
 - 2. Such facilities should be located adjacent to park facilities where possible.
 - 3. They shall be limited in total size to 50 contiguous units.
- e. **High Density Residential** (15.1 - 24.0 dwelling units/gross acre). The High Density Residential land use category provides for the highest residential densities permitted in the City. It is intended that this category utilize innovative site planning, provide on-site recreational amenities, and be located near major community facilities, business centers, and streets of at least Collector capacity. Projects in excess of 25 units or with a density in excess of 24 units per gross acre shall require a Conditional Use Permit. Such developments shall use high-quality architectural design features, intensified landscaping, adequate open space, adequate parking, and adequate on-site recreational facilities. Additional policies related to High Density Residential developments include:
 - 1. Such facilities should be dispersed throughout the community and not concentrated in any one neighborhood.

2. Such facilities should not be located within ¼ mile of a school facility.
 3. They shall be limited in total size to 100 units.
2. Each residential category indicates a range of density deemed reasonable and desirable for areas within the Planning Area. The maximum density indicated defines the number of units per gross acre within a given area. Residential development must provide at least the minimum number of units per gross acre indicated in the General Plan. This requirement is intended to encourage the location of certain residential product types and densities consistent with adjacent land uses, access, public services, and environmental concerns.

2.3 COMMERCIAL LAND USE

Objectives

- A. Ensure the provision of adequate commercial shopping opportunities and office space locations to meet anticipated needs.

Policies, Standards

1. Establish the following commercial land use designations:
 - a. **Neighborhood Commercial.** The Neighborhood Commercial land use designation provides for a 5-10 acre cluster of commercial establishments. Typical Neighborhood Commercial centers will have a grocery store, drug store, fast food pads, and smaller shops which serve the everyday convenience goods and personal service needs of a defined neighborhood. The service radius of a Neighborhood Commercial use is generally 1 mile. Neighborhood Commercial sites should be located at or near the intersection of Collector and/or arterial streets with a minimum of overlap with other existing or planned Neighborhood Commercial uses. Only one Neighborhood Commercial development may be permitted at any one intersection. Such developments should also be directly accessible from adjacent residential developments.
 - b. **Community Retail Commercial.** The Community Retail Commercial land use designation provides for a 10-acre or larger cluster of commercial establishments serving needs similar to the Neighborhood Commercial centers, but also includes larger-scale general merchandise, variety, and specialty stores. The Community Retail Commercial center generally serves a market area with a service radius of two miles, and may also provide central shopping for smaller surrounding communities. Due to its central location and accessibility, the Highway 46 commercial area would function as the Community Retail Commercial center. Such facilities should be to minimize cross-town traffic. Community Retail Commercial uses should be located along major traffic ways in consolidated centers that utilize common access and parking for

commercial uses. Strip commercial uses are to be discouraged. Adequate pedestrian links to residential areas shall be required.

- c. **Highway Commercial.** This designation provides for localized concentrations of uses catering to the traveling public including service stations, hotels, restaurants, or other visitor-serving uses. Highway Commercial nodes may be located on one corner of major intersections outside of the contiguous community, including the intersection of Kimberlina and State Highway 43 and State Highway 46 and State Highway 99. Such Highway Commercial nodes shall be limited in size to three total acres unless it can be demonstrated that a greater amount will not have an adverse impact on existing or planned commercial facilities in the community.
- d. **Service Commercial.** This designation provides for commercial areas for non-retail commercial uses that provide services to consumers. Such uses may have characteristics that require isolation or separation from residential or other commercial uses. Typical uses may be body shops, car repair garages, contractors yards, etc. This commercial designation may be applied along arterial streets and highway corridors to provide commercial support for nearby Community and CBD Commercial uses as well as industrial areas.
- e. **Central Business District (CBD) Commercial.** This designation provides the City with a mixed-use activity area in the downtown area, including retail, office, service, public and institutional and special residential uses. It is intended to provide for a wide range of uses and to promote the reuse of downtown buildings. CBD Commercial designation should be used in the downtown area in order to attract and accommodate commercial, financial, office, governmental and limited residential uses. Rehabilitation of existing structures to accommodate residential and office facilities on upper floors in the CBD Commercial district is encouraged. Conversion of existing residential units is encouraged adjacent to the downtown to provide for smaller scale office space.
- f. **Professional Office.** This designation provides for office development, which includes medical, dental, law, or other professional offices. Applicable zones may include general office, office conversion, etc. Professional Office land uses should be designated which allow construction of new office unified centers, the redevelopment of existing areas to office use, and the conversion of older homes to offices along major streets. Where homes are converted to offices, the area should be a logical extension of existing or planned office/commercial uses, and the lot should be of adequate size to accommodate parking in the rear of the structure or outside of the front yard landscape setback. An office conversion zone should be developed to establish standards for conversion of existing residential structures. Office uses should be located in and adjacent to the downtown and near the hospital and other major medical facilities. Small scale office uses are permitted in the Community, Neighborhood and General Commercial districts. Access shall be improved to support proposed development. Development shall be compatible with adjoining residential neighborhoods.

Objectives

B. Provide for the compatible integration of residential and commercial uses.

Policies, Standards

1. Development standards for the interface between commercial or office uses and residential uses shall be as follows:
 - a. A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial or office uses and residential properties that have a common property line.
 - b. A masonry wall six feet in height shall be erected along the property line where commercial and office uses have a common property line with residentially designated properties.
 - c. A masonry wall three and one-half feet in height or landscape berm shall be erected along the front setback line, parallel to, and ten feet from the local streets abutting planned residential uses.
 - d. All commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
 - e. Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dB (A) measured at the nearest residential property line.
2. In order to encourage the integration of Neighborhood and Community Commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged and offsets, landscaping pockets and openings shall be encouraged.
3. In order to promote non-vehicular modes of transportation, and to limit the unnecessary usage of Collectors and Arterials for vehicular access, commercial development shall provide direct pedestrian and vehicular access to adjoining residential areas through Minor Collectors, Local Streets and/or through pedestrian access points.

2.4 INDUSTRIAL LAND USE

Objectives

- A. Promote industrial sites which are functional, have adequate public services, and have access to major streets and railroads.

Policies, Standards

1. Establish the following industrial land use designations:
 - a. **Light Industrial.** This category establishes Light Industrial areas where uses such as fabricating, assembly, research and development, electronics, low intensity warehousing and other such similar industrial uses are appropriate. All work, materials, and equipment storage is generally conducted indoors. Light Industrial is appropriate as a buffer between Heavy Industrial and non-industrial uses and where the site is visible from residential areas or major streets. Special landscaping, enclosures and other site development standards should be used. Industrial park development is intended on larger parcels to create distinct districts of industrial, office, and support uses. The industrial park area shall have high quality landscaping, architectural designs, and general site development requirements.
 - b. **Heavy Industrial.** Heavy Industrial allows for a range of activities including manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses. Areas developed under this designation should be located with direct access to major streets or railroads.
2. Promote a mix of industrial uses that provide the City with a sound, diverse industrial base, and which is consistent with the City's infrastructure constraints.
3. Locate industry with access to major streets, truck routes, and rail service.
4. Industrial development should not create significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.
5. Provide adequate land for a wide range of industrial uses. Larger scale uses (warehousing) and higher intensity uses not compatible with residential development should be located outside of the industrial park, either easterly of the community, or along SH 99. In order to increase the capture rate of industries in the community, such areas should be master planned to expedite processing of applications, and aggressively marketed (along with the industrial park) to targeted industries.
6. Major streets which pass through industrial areas and serve as entrances to the City, shall receive special design treatment to reduce aesthetic impacts and traffic concerns. Design standards for industrially zoned parcels shall be as follows:

- a. The minimum building setback from the right-of-way line shall be 40 feet.
 - b. There shall be a minimum 15-foot landscaped area adjacent to the right-of-way.
 - c. The number of driveway approaches shall not be greater than two (1 per 200 lineal feet) for individual parcels; efforts should be made to consolidate driveways along common property boundaries, where possible.
- 7. Provide for the use and re-use of small light industrial properties in or near the downtown for service commercial uses to complement adjacent commercial, office and residential land uses.
 - 8. Expansion of existing non-conforming uses in the industrial areas shall be discouraged. Expansion or increases in intensity may be permitted through the Conditional Use Permit process.

2.5 PUBLIC AND INSTITUTIONAL LAND USE

Objective

- A. Provide sites for adequate public facilities to serve projected growth.

Policies, Standards

- 1. Establish the following public facility land uses:
 - a. **Public Buildings and Grounds.** This designation indicates areas owned and maintained by public or institutional agencies such as the city, schools, hospitals, other special districts.
 - b. **Schools-Elementary and Middle.** Coordinate school location and site design with the school districts to ensure that adequate facilities and sites are available. Elementary and Middle school sites should be located at Collector/Collector, Minor Collector/Collector, or Minor Collector/Minor Collector street intersections that have good pedestrian and bicycle connections to the surrounding neighborhood. Such sites may be identified, reserved and acquired consistent with California Government Code Sections 66479-66482, or other means. Schools should abut neighborhood parks with adjacent development backing or siding onto the school. Pedestrian and bicycle access should be provided. Intermediate or Junior High Schools should be located in residential areas with a central location for surrounding area elementary schools at Collector/Collector or Collector/local street intersections. Additional local street frontage is desired for transition to adjacent residential areas. These schools should be located so that there are future expansion opportunities.
 - c. **Schools-High School.** High Schools should be located at Arterial/Collector or Arterial/Arterial intersection with additional frontage on at least one other street.

These sites should be located to provide for future expansion, and should be located as community growth anchors or centers. Additional high schools should be distributed around the community.

d. **General School Siting Requirements:**

1. New commercial development should be discouraged within a minimum of 1/4-mile of school sites. The shortest pedestrian access point between a commercial and school site shall be at least ¼ mile.
 2. High Density Residential complexes abutting school sites should be discouraged.
 3. The City, school districts and Parks District shall encourage joint use of school multi-purpose facilities and open space.
 4. The school districts shall be encouraged to coordinate their school location, facility construction and phasing with the City's Urban Development Boundary and policies, development guidelines and the City's Capital Improvement Plan to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.
 5. It is the policy of the City that adequate school facilities be available to serve new development. In implementing this policy both the City and school districts recognize that State law provides that the provision of school facilities is the exclusive responsibility of the State and the respective school districts. However, since the potential may still exist that sources of financing, including statutory developer fees, state and local school bond monies and other state funds will be inadequate, the City shall work with the school districts to identify opportunities for joint funding of recreation and community facilities at school sites.
- e. **Parks and Open Space.** This designation determines areas of permanent open spaces, parks and/or areas precluded from major development. Standards shall be established in the Recreation Element for Community Parks of 20-60 acres each (including integrated school facilities and usable storm drainage facilities) which have a service radius of 1 ½ miles and are provided at a rate of three acres per thousand persons; Neighborhood Parks of 5-10 acres each (including integrated school facilities and usable storm drainage facilities) which have a service radius of ¾ mile at a rate of 2.5 acres per thousand persons; and, mini parks up to 2 acres in size at a rate of 0.5 acres per thousand persons. Facilities for each park type shall be consistent with the Wasco Recreation and Parks District Development Standards.

CHAPTER 3.0

CONSERVATION AND OPEN SPACE ELEMENT

3.0 CONSERVATION AND OPEN SPACE ELEMENT

3.1 NATURAL RESOURCES

Objectives

- A. Protect natural resources including groundwater, soils, and air quality, to meet the needs of present and future generations.
- B. Ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process within the City and the Wasco Planning Area.

Policies, Standards

- 1. Protect areas of natural groundwater recharge from land uses and disposal method, which would degrade groundwater quality. Promote activities, which combine stormwater control, and water recharges.
- 2. Expand programs that enhance groundwater recharge in order to maintain the groundwater supply, including the installation of detention ponds in new growth areas.
- 3. No urban level development shall be approved in the City unless the development is, or can be served by the City sewer system.
- 4. Water conservation methods shall be continued.
- 5. To assist the City in meeting the clean air quality requirements of the federal and state Clean Air Acts, the San Joaquin Valley Unified Air Pollution Control District will be consulted to provide community planning guidance to help reduce potential air quality impacts.
- 6. Promote biological diversity and the use of plant species compatible with the bio-region.
- 7. If street trees are removed, they shall be replaced with tree species specified on the City's Street Tree Master Plan at a three to one ratio.
- 8. New construction activities shall comply with the PM-10 control measures as set forth by the San Joaquin Valley Unified Air Pollution Control District's *Guide for Assessing and Mitigating Air Quality Impacts*.
- 9. To protect human health, the City groundwater resources will be monitored on a regular basis to test for bacteriological and toxic chemical components.

CHAPTER 4.0
AGRICULTURAL ELEMENT

4.0 AGRICULTURAL ELEMENT

4.1 AGRICULTURE

Objectives:

- A. Encourage the preservation of prime farmland and farmland of statewide importance, while giving consideration to other compatible beneficial uses, such as groundwater storage and recharge facilities, surface mining operations, riparian habitat, and public recreation. Reclamation of agricultural lands to other uses, however, is discouraged wherever agricultural reclamation is feasible.
- B. To provide a "greenbelt" around the City's perimeter to maintain the physical separation between the City and nearby communities, and to maintain the scenic beauty surrounding the City. The City should also establish "hard" edge growth phasing boundaries such as roadways, railroad right-of-ways, irrigation ditches, etc. to protect agriculture.

Policies and Standards

- 1. Agricultural production areas shall be preserved as an important economic activity.
- 2. New residential development should be substantially contiguous to existing development. Development should not occur unless at least 35 percent of a parcel is contiguous to existing urban development. This measure is intended to help reduce the unnecessary removal of finite natural resources, such as prime soil, to reduce the cost of community services provided to residents, and to eliminate "leap frog" development.
- 3. Extension of urban improvements and services, including water, sewer lines and storm drain facilities, into agricultural areas shall be managed as a means to direct the location and timing of new urban development.
- 4. Agricultural lands will be additionally protected from urban encroachment by limiting the extension of service facilities, particularly sewers.
- 5. New residential or suburban subdivisions are prohibited in the agricultural designated areas.
- 6. All commercial and industrial uses are prohibited in agricultural areas except those directly related to and incidental to the agricultural operation conducted on the land.
- 7. Land uses permitted in the agricultural area shall be limited to those directly related to the production of agricultural crops on the land.
- 8. The City shall consider the placement of certain agricultural related land uses in agricultural areas, by means of conditional use permits, which uses may be incompatible with urban sites by reason of hazard or nuisance to concentrations of people. Findings for approval shall include, but are not limited to:

- The use is directly related to agricultural land use (cultivation of agricultural plants or the raising of animals); and,
 - Will not diminish nor prevent agricultural use on site or on adjoining agricultural lands; and,
 - The use has some hazard or nuisance aspect which precludes it from being placed in an urban area; and,
 - The use can be developed in the area without significant reduction of cultivation, growth, and harvesting of the indigenous agricultural products.
9. In accord with agricultural zoning designations, packing operations for the purpose of culling and cleaning the agricultural products brought from the fields may be permitted in agricultural areas with conditional land use permits. Wine distilling and processing activities which involve cooking, fermenting, bottling, and similar wine distilling and processing activities, other than those engaged in by farm persons for the purpose of legal on-site sale of agricultural products, may be permitted by conditional use permits in the agricultural areas of this plan.
 10. The development of residential land uses on parcels of property created by land divisions in agriculturally designated areas shall be limited. Such requirement shall be assured by appropriate means.
 11. The division of land in an agricultural area for the purpose of providing homesites for persons not engaged in agricultural activities is prohibited.
 12. The City will support taxation laws which have the effect of supporting the continuation of agricultural land use. However, the City shall encourage the non-renewal or cancellation of agricultural preserves which are inconsistent with its adopted growth phasing policies. The City shall give notice to owners of property in the next successive growth phase regarding the City's growth phasing plans.
 13. The City shall regulate land use, encourage and cooperate with appropriate agencies to conserve, study, and improve soils. Prime soils shall be preserved outside of designated urban areas.
 14. Growth phasing lines are the principal method of agricultural preservation. Growth phasing requirements on Policy 4.1.2, 2.1.2 and 2.1.3 shall be used to preserve agricultural land in the community.
 15. The City shall encourage the establishment permanent agricultural preserves, "Super Williamson Act" preserves, or other such mechanism for property westerly of Schofield, easterly of Root, northerly of McCombs and southerly of Kimberlina.
 16. Animal confinement facilities dairies shall be prohibited within two miles of the City's Sphere of Influence.

CHAPTER 5.0
CIRCULATION ELEMENT

5.0 CIRCULATION ELEMENT

5.1 STREET SYSTEM

Goal 1

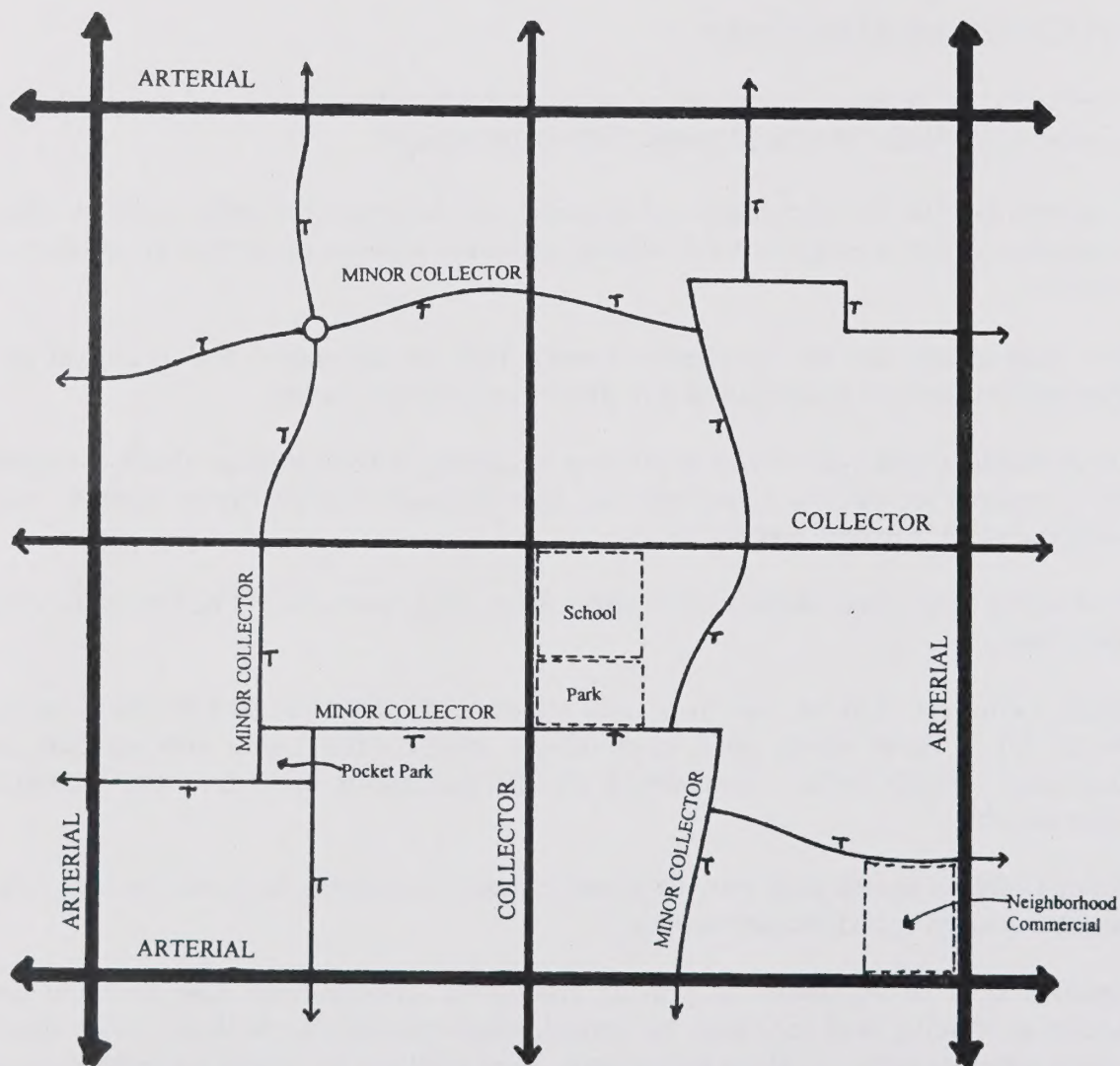
Provide for the safe and efficient circulation of vehicular and pedestrian traffic in the community.

Policies and Standards

General Circulation and Street System

1. Streets shall be designed in accordance with projected traffic volumes and city-adopted level of service standards. Oversized streets shall be discouraged.
2. Connectivity shall be encouraged and provided which permits vehicular and non-vehicular circulation within a neighborhood without exclusive reliance on perimeter collectors and arterials.
3. The right-of-way for the circulation system shall be developed and dedicated to the appropriate extent when development or division of property occurs.
4. Street widening and right-of-way acquisition in existing developed areas shall be undertaken when required for obvious safety reasons, such as trends towards higher accident rates or marked decline in overall levels of service.
5. Established truck routes shall be maintained. New truck routes should be limited to arterials and collectors.
6. Minor Collectors shall be used to provide connectivity within neighborhoods as shown in Figure 5-1. These streets shall have offsets, and/or other traffic calming features to discourage through traffic. They should also be designed to avoid four way intersections when possible.
7. Minor Collector streets shall provide access to traffic generating land uses such as schools, hospitals, shopping and recreation areas.
8. Arterials shall be designated to provide cross-town, through-town, and inter-city traffic. Access to abutting land uses shall be limited, where possible, to facilitate traffic flow and reduce potential traffic conflicts and hazards. They shall not be located adjacent to sensitive land uses nor shall they bisect neighborhoods.
9. Local streets shall be designated to limit high speed and through traffic.

Figure 5-1
Minor Collector and Overall Circulation Plan
 (Illustrative Only, Refer to Policies for Precise Requirements)



T = Traffic calming devices as required
 to maintain a speed of 25 MPH or less.

10. Direct access (driveways) of residential developments to Arterials shall be prohibited. Direct access to Collector streets with projected traffic volumes at full build-out in excess of 2,000 average daily trips, shall also be prohibited.
11. Overnight truck (tractor-trailer) parking shall be prohibited in residential areas, or other areas that are deemed inappropriate.
12. Traffic calming features may be used in accordance with Table 5-1. Passive traffic calming features such as road curvature and width, narrowings, street offsets and other built-in features are preferred over roadway obstructions such as speed humps or tables, chicanes, barriers, diverters, or traffic islands.

Table 5-1
Permitted Traffic Calming Measures

	Functional Classifications					Subdivision Streets			
	Interstates Freeways Expressways	Arterials	Collectors	Minor Collectors	Local Roads	Collector Streets	Minor Collector Streets	Local Streets	Other Restrictions
Volume Control Measures									
Full Closure Half Closure	Not Recommended				Only on an exception basis	Not Recommended		>500 vpd >25% non- local traffic	
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended				<5,000 vpd >25% non- local traffic	Not Recommended		>500 vpd >25% non- local traffic	
Vertical Speed Control Measures									
Speed Humps	Not Recommended				Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph		Not on primary emergency routes or bus routes	
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended			Daily volumes <5,000 vpd Posted speed <35 mph					Not on primary emergency routes
Horizontal Speed Control Measures									
Mini-traffic Circles	Not Recommended			Combined approaches - daily volumes <5,000 vpd Posted speed <35 mph					Not on primary emergency routes or bus routes
Roundabouts	Not Recommended		Combined approaches - daily volumes <5,000 vpd Posted speed <35 mph						
Lateral Shifts	Not Recommended		Daily volumes <10,000 vpd				Posted speed <35 mph		
Chicanes	Not Recommended		Daily volumes <5,000 vpd				Posted speed <35 mph		
Realigned Intersections	Not Recommended						Daily volumes <5,000 vpd Posted speed <35 mph		
Narrowings									
Bulbouts Two-Lane Chokers Center Islands	Not Recommended			Daily volumes <1000 vpd Posted speed <35 mph					
Combined Measures	Not Recommended		Subject to limitations of component measures						

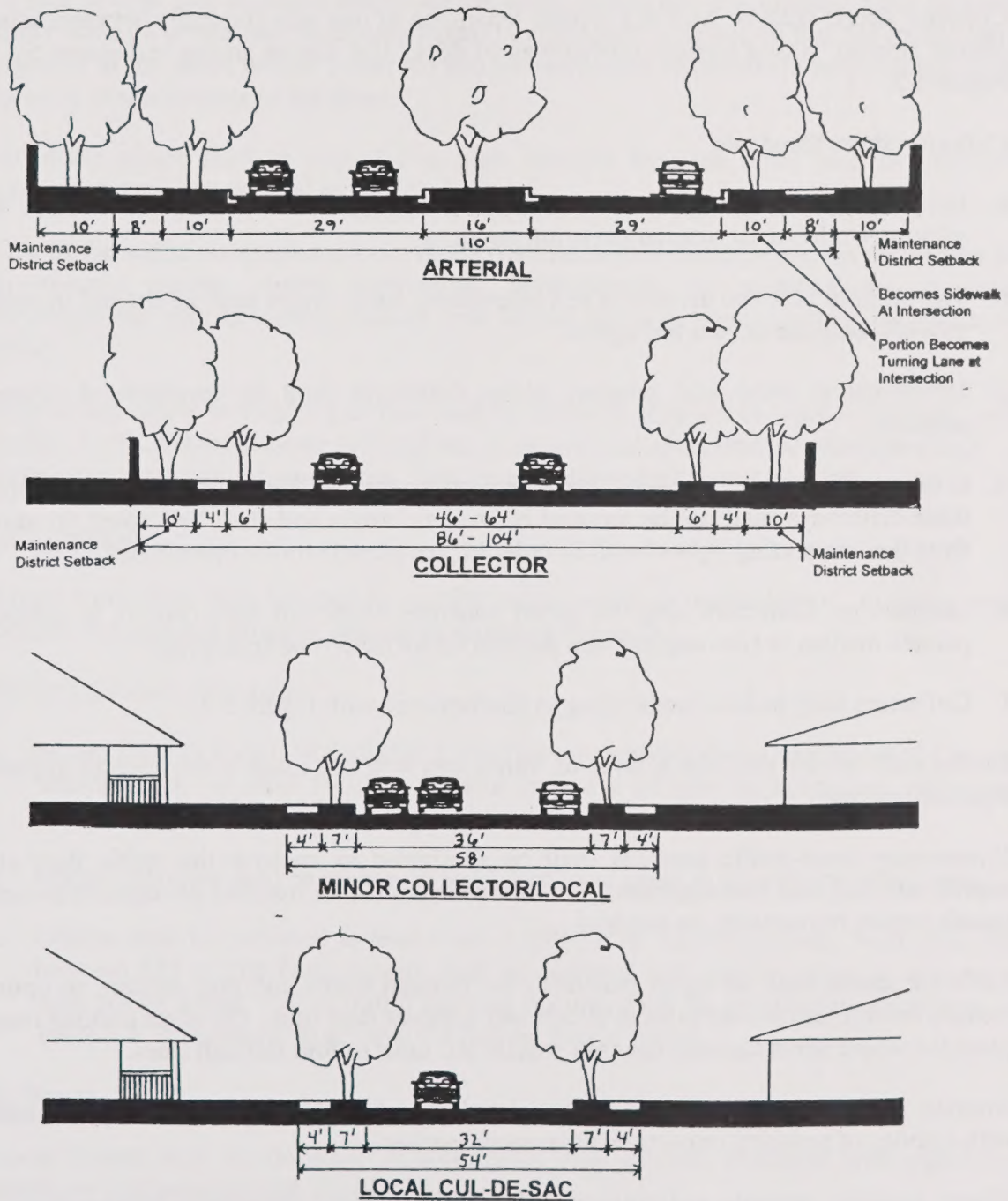
Note: Subject to Approval by City Engineer

13. A level of service of "C" is established for the City, except in the Central Business District and 7th Street corridor from Palm to State Highway 43 where a level of service of "D" is acceptable due to established land uses.
14. Minor Collectors and Local streets shall not carry an unreasonable level of through traffic. If it is determined that a Local street or Minor Collector is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. For the purposes of this policy an unreasonable level of traffic may be deemed to exist when traffic exists that is 25 percent in excess of the volume that would be expected from land uses directly served by these streets.

Arterial Streets

15. Arterial streets shall be built at a typical separation of one (1) mile with a typical right-of-way of 110 feet as shown in Figure 5-1 and 5-2.
16. Arterial Street Standards
 - a. Driveway access to major activity centers shall be located away from adjacent intersections of a collector or arterial streets in a manner to avoid traffic conflicts.
 - b. The distance between driveways along commercially developed arterials shall be limited in order to provide adequate ingress/egress and merging and weaving operations.
 - c. Where possible driveways to major activity centers shall be located on adjacent collector streets rather than on arterial streets.
 - d. Driveways along arterials to single-family residential property shall be prohibited; these properties shall receive access from local streets, Minor Collectors, or low volume Collectors.
 - e. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than far enough from the intersecting right-of-way in order to provide safe traffic operations.
 - f. Driveway consolidation shall be encouraged through joint access easements along Arterials where the above standards are exceeded.
 - g. Median breaks shall provide access to collector streets and to major activity centers and shall not be located less than an adequate distance away from adjacent intersections of an Arterial or Collector Street.
 - h. Arterial streets shall include landscaping in accordance with Figure 5-2.
 - i. To insure that the transportation system is so planned to minimize social and economic disruptions to the neighborhoods, Arterial streets shall skirt residential areas.

**Figure 5-2
Street Standards**



Collector Streets

17. Collector streets shall be built at a typical separation of one mile (typically between adjacent arterial streets), with a typical right-of-way of 86 to 104 feet as shown in Figures 5-1 and Figure 5-2.
18. Collector Street Standards
 - a. Driveway access to major activity centers shall be located an adequate distance from adjacent Collector or Arterial street intersections.
 - b. The distance between driveways and intersecting local streets shall be limited in order to provide adequate ingress and egress..
 - c. Driveways to residential property along Collectors shall be consolidated whenever possible.
 - d. If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located far enough from the intersecting right-of-way in order to provide safe traffic operations.
 - e. Medians on Collectors shall be raised concrete where left turn control is needed or painted median or two-way left turn pockets where otherwise appropriate.
 - f. Collectors shall include landscaping in conformance with Figure 5-2.
19. Streets shall be designed for a level of traffic that will not cause a detrimental impact on adjacent land uses.
20. Unnecessary cross-traffic conflicts shall be eliminated to improve the traffic flow along arterial and collector thoroughfares. Raised medians shall be installed as required to restrict unsafe turning movements, as required.
21. Collector streets shall be up to four lanes for through traffic and may include an optional median for left turn access to local streets and adjacent land uses. On street parking may be provided where street capacity does not require left turns or four through lanes.
22. Arterials and collectors in areas of existing development shall be built to standards consistent with a policy of reducing impacts on adjacent properties.
23. Where possible, arterials and collectors should form 4-leg, right-angle intersections; jog, offset and skewed intersections of major streets in near proximity shall be avoided where possible.
24. Sidewalks, paths and appropriate crosswalks shall be located in order to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian

paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.

25. Where arterial and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and properly buffered so that the traffic carrying capacity of the street will be preserved and the residential environment be protected from the adverse characteristics of the street.
26. Adequate access shall be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.
27. Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street.
28. Ingress and egress to shopping centers shall be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas shall be minimized and existing points of ingress and egress shall be consolidated whenever possible.

Minor Collectors

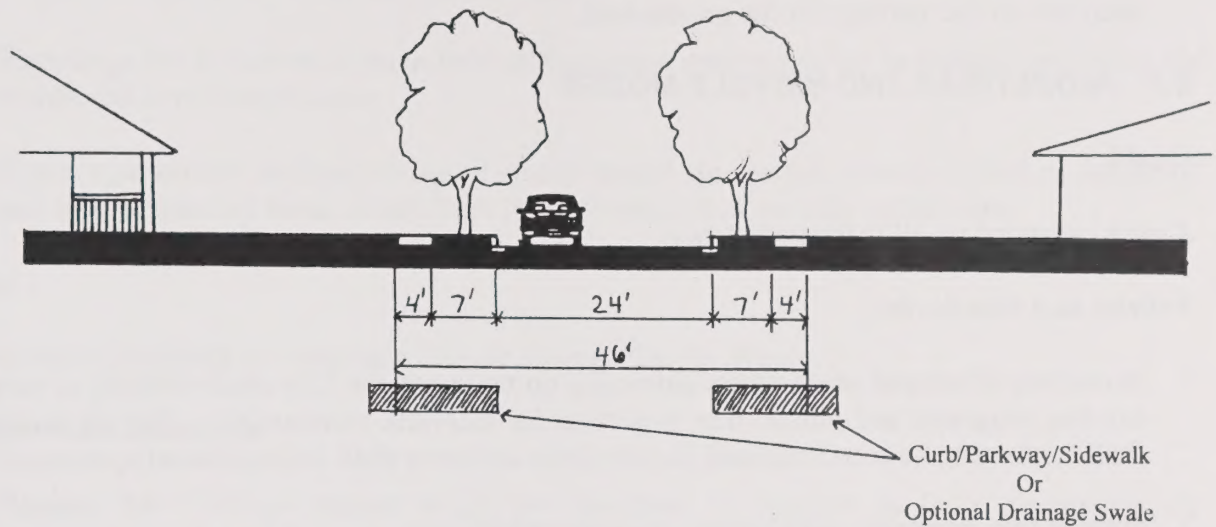
29. Minor Collectors shall be used to provide access within a neighborhood, to major activity centers in a safe and efficient manner as shown in Figure 5-1.
30. Minor Collectors Standards
 - a. Minor collectors shall be designed to connect neighborhoods and neighborhood access to schools, parks or other facilities without exclusive reliance on arterials or collectors as shown in Figure 5-1.
 - b. Minor collectors shall be up as a 56 to 62 foot local street in accordance with Figure 5-2.
 - c. Offsets shall be provided at least every 1,320 lineal feet of roadway, with such offsets between 125 to 200 feet. Streets shall be designed with gentle curves to achieve a 25 mph design speed. Other traffic calming features shall be provided in accordance with Table 5-1, if necessary to achieve the desired design speed.

Local Streets

31. Local Streets shall be designed in accordance with adopted standards with right-of-way widths in conformance with Figure 5-2.
 - a. 54-foot local streets may be used in cul-de-sacs or on local streets that will have traffic that does not exceed 750 ADT.

- b. Narrower streets without improved curbs and gutters may be used in Rural Residential areas with densities of no greater than one unit per acre if approved by the City Engineer in conformance with Figure 5-3.
 - c. 58 to 62 streets shall be used for all other Local applications.
 - d. All local streets shall provide for a parkway strip of at least 6.5 feet between the sidewalk and curb.
 - e. Local street lengths should be short, preferably not exceeding 500 feet, or they shall be designed with gentle curves and changes in grade to break the sight line of the road into smaller visual elements.
 - f. Traffic calming features such as curb extensions, traffic circles and medians may be used to encourage slower traffic speeds, in accordance with Table 5-1, in order to limit traffic speeds to 20 mph or less.
 - g. Local streets shall be designed to limit and slow through traffic by narrower roadways, short lengths and other geometric configurations.
 - h. Low volume streets shall be aligned to form three-way intersections when possible, in order to create inherent right-of-way assignment and to reduce accidents without the use of traffic controls.
 - i. A low volume street that intersects an arterial should be aligned with another street to form a four-way intersection. Local streets that intersect a collector should provide for an offset. These streets should be designed so that they can easily be regulated by a stop sign or other traffic control device, if necessary.
 - j. Curb cuts for driveways to individual residential lots shall be prohibited along arterial streets. Curb cuts shall be limited to intersections with other streets or access drives to parking areas for commercial, civic or multifamily uses. Clear sight triangles shall be maintained at intersections, unless controlled by traffic signal devices.
 - k. A majority of streets should be curved or terminate so that that no street vista is longer than 500 feet.
 - l. Pedestrian accessibility from adjacent residential neighborhoods shall be provided by the usage of through-block connections or other accessibility methods. These street linkages may include access roads, open ended cul de sacs, pedestrian paths, or other such facilities for pedestrian and bike access, and emergency access, where necessary. Such a linkage shall be made to abutting Collector or Arterials no less frequently than ever 600 feet.
32. The Subdivision Ordinance, Zoning Ordinance or other applicable City codes and ordinances shall be amended to include standards to address the policies and objectives of the Circulation Element.

**Figure 5-3
Rural Residential Street**



5.2 PARKING AND ONSITE CIRCULATION

Goal 1

Provide for adequate parking.

Policies and Standards

1. Parking standards will be evaluated to ensure that parking requirements are satisfied within walking distance of development, and so that arterial streets do not separate parking from the parking demand generator.
2. Discourage the proliferation of surface parking as a general interim land use, particularly where sound residential, commercial, or industrial buildings would be demolished pending other development.
3. Soften the impact of expansive parking areas in all land use designations through landscaping and tree plantings as prescribed in the City Zoning Ordinance.
4. Maintain street tree lines and landscaped buffers between parking surfaces and street right-of-ways.
5. Facilitate and encourage adequate parking throughout the community including all commercial areas.
6. Restrict the long-term automobile parking in the downtown area to those city parking lots behind the 7th Street retail corridor.

7. All new development (except as designated in the Downtown Overlay District) shall provide adequate on-site parking for the on-site uses.

5.3 PEDESTRIAN AND BICYCLE MODES

Goal 1

Assure expanded mobility for pedestrians.

Policies and Standards

1. In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
2. Provide safe, aesthetic, and pleasant space for pedestrians.
3. Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.
4. Partially or wholly close certain streets which are not required for traffic or pedestrian circulation to be used for pedestrian circulation, open space use, and density controls.
5. Ensure convenient and safe pedestrian crossings.
6. The Historic Downtown Overlay District shall be considered an intensive pedestrian atmosphere, with pedestrian linkages to the Amtrak Multi-Modal Transit Station and City parking lots.
7. Pedestrian and bicycle access shall be provided on local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.
8. Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
9. Require, where security walls or fences are proposed for residential developments along Arterial or Collector streets, that pedestrian access be provided between the arterial or collector and the subdivision to allow access to transit vehicles operating on an arterial or collector street.
10. Promote safe, convenient, and accessible pedestrian access ways within the community.

11. Require construction of minimum four foot wide sidewalks. The placement of the sidewalk shall be in accordance with adopted standards.
12. Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
13. Require pedestrian facilities along all streets except for certain situations, such as industrial and rural residential areas, where there is no demonstrated need for pedestrians.

Goal 2

Develop and maintain an integrated Bicycle Access Plan for Wasco.

Policies and Standards

1. Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide for a Class I or Class II bike routes. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.
2. Establish an effective program including financing for construction of and maintaining bicycle paths and sidewalks in the City of Wasco.
3. Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
4. Require the provisions for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
5. Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
6. Expand and improve bikeways in accordance with State standards, incorporating bicycle trails within the Belt Park system and the parks.
7. Eliminate hazards on designated bikeways.
8. Utilize available bicycle facility funding for projects in Wasco.
9. Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
10. Provide adequate and secure bicycle storage facilities at all public facility locations throughout the City.

11. Include facilities for bicycle users in governmental, commercial, and residential, and open space recreational developments.

5.4 TRANSIT AND RAIL

Goal 1

Reduce vehicle miles traveled by providing transit and rail options.

Policies and Standards

1. Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate. Encourage utilization of the Wasco Amtrak Multi-Modal Transit Station.
2. Provide incentives for the use of transit, carpools and vanpools.
3. Improve the speed and efficiency of mass transit in the City and enhance the current status of the existing rail system including passenger service.
4. Improve pedestrian and handicapped access to Amtrak Multi-Modal Transit Station.
5. Promote private taxi service to meet the needs of the City and keep fares reasonable.
6. The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.
7. Coordinate the City's dial-a-ride system with Amtrak and North Kern Regional Transit services.
8. Where security walls or fences are proposed for residential developments along arterial or collector streets, pedestrian access will be provided between the arterial and collector and the subdivision to allow access to transit vehicles operating on the arterial or collector street.
9. Arterials and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
10. Give a high priority to public transportation systems which are responsive to the needs of the commuter, aged, handicapped and disadvantaged.

CHAPTER 6.0
HOUSING ELEMENT

6.0 HOUSING ELEMENT

6.1 GOALS, POLICIES AND PROGRAMS

H-1.1 DISCOURAGE DEMOLITION

Discourage the demolition of existing housing except in cases where it is unsafe and generally unrepairable. The City shall not demolish existing housing that is capable of rehabilitation, particularly those units that provide low-income housing.

Responsible Agency: Community Development
Monitoring: Annual General Plan Report

H-1.2 HOMEOWNERS WORKSHOP

To promote increased awareness among property owners and residents of the importance of long-term housing quality and continuous property maintenance.

Responsible Agency: Community Development
Objective: 125 workshop participants in program 1.3.
Monitoring: Annual GP Review

H-1.3 HOMEOWNERS WORKSHOPS

Encourage owners and occupants of sound housing to maintain that housing on a continuing basis. Maintenance counseling shall be a part of the technical assistance component of the rehabilitation program, to the extent that it is also important to the prevention of deterioration, maintenance counseling service shall be made available throughout the community. The City will conduct these workshops every other month at a convenient place for all to attend.

Responsible Agency: Community Development
Objective: 125 workshop participants
Monitoring: Annual GP Review

H-1.4 COMMUNITY CLEAN-UP

Promote community self-help efforts in support of housing conservation programs. This program consists of the periodic designation of a day or weekend as "neighborhood clean-up/fix-up day." The City will cooperate with various neighborhood groups, civic organizations and others willing to assist in helping those (especially the elderly and disabled) who might be unable to perform minor maintenance tasks.

Responsible Agency: Community Development
Objective: 7,500 units (1,500/year)
Monitoring: Annual GP Review

**H-2.1
INFILL HOUSING**

Encourage in-fill housing on appropriate sites in established neighborhoods and recruit licensed builders to develop infill housing. The City will contact the local building exchange on a quarterly basis to recruit licensed builders to develop infill housing in Wasco.

- On vacant sites which are designated and zoned for residential development.
- On sites where non-conforming uses have been terminated.
- On sites with residences which cannot be feasibly rehabilitated.

Responsible Agency: Redevelopment
Objective: 5 units
Monitoring: Annual RDA and GP

**H-3.1
APPROPRIATE DENSITIES**

Set allowable densities in established residential areas at levels which will maintain neighborhood scale and character. Prevailing densities shall only be exceeded when the existing scale and character of the neighborhood will not be adversely affected, and the new development meets the necessary qualifications in the Wasco Zoning Ordinance and the Land Use Element of the General Plan.

Responsible Agency: Community Development
Monitoring: Annual

**H-4.1
HOUSING DISCRIMINATION**

Prevent housing discrimination based on age, children, color, disability, marital status, national origin, race, religion or sex. The City shall assist in the implementation of anti-discrimination and fair-housing laws. The City will also work with the various community groups, businesses and other agencies to eliminate housing discrimination. The City will disseminate information on fair housing laws, and provide for referrals to appropriate enforcement and investigative agencies. Information will be distributed in both English and Spanish, and will be sent to community and social centers, and public locations.

Responsible Agency: Community Development
Monitoring: Annual GP Review

**H-4.2
ACCESSIBLE DWELLING UNITS**

Promote adaptability and maximum accessibility of residential dwellings for disabled occupants. The City shall take on an active role in expanding the availability of units suitable to households with special needs.

Responsible Agency: Community Development
Objective: 50 units
Monitoring: Annual GP Review

**H-4.3
HOUSING OPPORTUNITIES**

Encourage development of housing for all economic sectors. The City shall expand housing opportunities for both low and moderate-income households.

Responsible Agency: Community Development
Objective: 100 units for Very Low
Income units

**H-4.4
SPECIAL NEEDS AND VERY
LOW-INCOME HOUSING**

Promote the availability of units suitable for groups with special housing needs including large families, elderly and those needing group housing and emergency shelter. The City shall take an active role in expanding the availability of housing units suited to the needs of members of these groups reduced development and permit fees for affordable housing projects, and one-stop permit processing for low-income housing projects. The City will provide priority to projects with large families in its CDBG, HOME and other programs.

Responsible Agency: Community Development
Monitoring: Annual GP review
Objective: 40 units

**H-4.5
RENTAL HOUSING**

Provide adequate rental housing opportunities through the utilization of federal and state financing and subsidy programs to create rental-housing opportunities including, but not limited to, CDBG, HOME, Cal Home, and other such programs. The City will apply to state and federal funding agencies to acquire financing for housing programs consistent with the financial program in Table 6-3.

Responsible Agency: Community Development
Objective: 100 units for Very Low-Income
units in program 4.3

**H-4.6
HOMEOWNERSHIP**

Expand opportunities for home ownership. The City shall work to expand opportunities for owner occupied housing

and home ownership through the utilization of CDBG, HOME, Cal Home and other low/moderate funds and subsidy programs to create ownership opportunities. The City will advertise the available programs on a quarterly basis in the local paper.

Responsible Agency: Community Development

Objective: 50 units

Monitoring: Annual GP review

**H-5.1
DISPLACEMENT**

Provide relocation services where publicly funded actions cause permanent displacement.

Responsible Agency: Community Development

Monitoring: Annual GP review

**H-5.2
DISPLACEMENT**

Minimize relocation hardship and displacement caused by demolition or conversion of housing.

Responsible Agency: Community Development

Monitoring: Annual GP review

**H-6.1
PRIVATE SECTOR HOUSING**

Make maximum use of the private sector in providing adequate housing accommodations by soliciting and recruiting for-profit and non-profit developers on at least a quarterly basis through a direct mail notice.

- A. Encourage the private development of additional sales and rental housing units suitable to the needs of lower income, moderate income and higher income households.
- B. Support the private sector in its efforts to meet the housing needs of all economic segments of the community.
- C. Provide information to developers and real estate professionals about housing program incentives to the private sector which facilitate the construction of housing stock within the City.
- D. Promote the development of additional housing units in areas where residential use is consistent with land use patterns as established by the City's General Plan.
- E. Encourage the use of passive housing design concepts which make use of the natural climate to increase energy efficiency and reduce shelter costs.
- F. Provide marketing material on housing program incentives.

Responsible Agency: Community Development
Monitoring: Annual GP review

**H-6.2
HOUSING REHABILITATION AND
REPLACEMENT**

Make maximum use of available Federal, State and Local housing subsidy programs in rehabilitation projects and conduct annual housing condition surveys to determine rehabilitation needs and priorities. The City will also, through Program H-1.4, have neighborhood clean-up/fix-up days. The City will apply for program funds consistent with Table 6-3 and assist interested individuals in the application for use of these rehabilitation funds.

Responsible Agency: Community Development
Objective: 25 Moderate Rehabs
10 Substantial Rehabs
5 Replacement units

**H-6.3
ADEQUATE HOUSING SITES**

Seek inclusion of low and moderate-income units in new housing developments. Provide adequate sites for lower priced rental housing. To enhance and extend this policy, the development of alternative and affordable housing types (i.e.: manufactured housing, condos, mobile home subdivisions, zero lot line, etc.) shall be considered when evaluating new development proposals.

Responsible Agency: Community Development
Monitoring: Annual GP review

**H-6.4
WEATHERIZATION**

Encourage energy efficiency in residential units and the weatherization of existing homes to reduce the overall housing costs through marketing of utility company programs. The City will encourage utility companies to distribute fliers and utilize its own utility billings to provide notice of weatherization programs at least twice a year.

Responsible Agency: Community Development
Objective: 125 dwelling units
Monitoring: Annual GP review

**H-6.5
PERMIT STREAMLINING**

Streamline the permit and environmental review processes to expedite housing construction. The City shall make every effort to expedite the review and evaluation processes as consistent with the City's interests as defined by policies of the City Zoning Ordinance and General Plan. Priority processing should be given to projects that include low and moderate-income households, and housing which is accessible to the elderly and disabled.

Responsible Agency: Community Development
Monitoring: Annual GP review

**H-6.6
REGULATING IMPACTS**

Ensure that the city's codes and development requirements do not unnecessarily increase the cost of housing.

Responsible Agency: Community Development
Monitoring: Annual GP review

**H-6.7
AFFORDABLE HOUSING
REVIEW**

The City may deny an affordable project as defined in Section 65589.5 of the Government Code (d) (1-6) SB 2011 if it finds, based on substantial evidence, any one of the following:

- A. The project is inconsistent with the General Plan Land Use Designation or any other General Plan Elements;
- B. The project is far in excess of Wasco's fair share housing requirements;
- C. The project has an adverse impact on safety or public health;
- D. The project conflicts with Federal, State or local law;
- E. The project increases the concentration of affordable projects in high impacted areas; and
- F. The project is proposed on land zoned for agriculture or resource preservation.

Responsible Agency: Community Development
Monitoring: Annual GP review

**H-7.1
HOUSING MAINTENANCE**

Assure that existing housing is maintained in decent, safe and sanitary condition. The City shall make sure that residential units continue to meet the standards of the housing codes by maintaining a systematic inspection of suspect structures.

Responsible Agency: Community Development
Objective: Abatement of 25 units
Clean-up of 7,500 units

**H-8.1
RESIDENTIAL
INFRASTRUCTURE**

Assure that housing is provided with adequate public improvements, services and amenities.

Responsible Agency: Community Development

CHAPTER 7.0

SAFETY ELEMENT

7.0 SAFETY ELEMENT

7.1 EMERGENCY PLANNING

Objectives

- A. Reduce the potential for loss of life and property resulting from natural and manmade hazards to a minimum.
- B. Coordinate responses in the event of a local or regional natural or manmade disaster.

Policies, Standards

1. The City will maintain its emergency preparedness, including evacuation procedures, to address potential natural and manmade hazards. These procedures shall be developed in coordination with Kern County's emergency operations plans.
2. All new buildings shall conform to state standards set forth in the Dangerous Building Code contained in the most current edition of the Uniform Building Code.
3. The City of Wasco shall conduct joint training exercises between local fire and law enforcement personnel to develop coordinated action in fire suppression, traffic and crowd control.
4. The City shall coordinate fire protection services with Kern County and neighboring communities, including consideration of mutual aid and instant aid agreements.
5. During major disasters, the primary coordinating official on behalf of the City shall be the City Manager.
6. The City shall establish a network of streets that permits emergency vehicle access to any individual property that is no more than one minute from designated Arterial, Collector or Minor Collection roadway.

7.2 FIRE PROTECTION

Objective

- A. An effective and well-trained Fire Department that will protect the community from fire dangers.

Policies, Standards

1. The standard of one fire company for every 10,000 residents shall be used to evaluate fire protection services.
2. The City's fire service response goal shall be six minutes from "tone-out" to arrival on scene.
3. The City shall maintain a reliable water supply system that meets the fire protection needs of the community.
4. The City shall enforce the municipal code as it pertains to the abatement of fire hazards related to existing buildings, structures, and weed control.
5. The City shall support local, state and federal programs designed to inform and educate the public concerning fire prevention and suppression.
6. The City will coordinate with Kern County in the provision of fire protection services to ensure the maximum level of protection for all residences, commercial establishments and industries within the planning area.
7. The City will encourage the installation of private fire alarms and fire suppression systems.
8. The City will encourage local and regional educational institutions to develop fire prevention and suppression.
9. The City will encourage the community to become involved in promoting state and federal fire protection programs in school and civic functions.

7.3 FLOODING

Objective

- A. Protect the lives and property of residents from the hazards of flooding.

Policies, Standards

1. Consistent with Federal standards, the City shall plan for storm drainage facilities sufficient to address a 100-year flood event and require adequate storm drainage facilities to prevent flooding within the community.
2. The City will maintain the storm drain master plan for the City, including planned growth areas and require that development conform to it.

3. Development proposals shall be analyzed according to the *Storm Drain Collection System Study and Master Plan*. Development not within an existing *Master Plan* watershed area may be included in the boundaries of an adjacent area and subject to a revision of facilities and cost allocation thereof.

7.4 PUBLIC SAFETY STANDARD

Objective

- A. Adopt and implement safety standards for varying hazards.

Policies, Standards

1. A 30-foot wild or native brush clearance zone or additional ornamental landscaping shall be provided around homes. This zone shall be extended to greater distances where homes are situated on or near slopes. A formula shall be adopted which relates percent of slope to width of brush clearance required and the formula should be included within the Zoning Ordinance.
2. Environmental Impact Reports should be required on all projects in areas of extreme hazard as defined herein (a project is defined within the California Environmental Quality Act).
3. It is the policy of the City to require that water supply systems be related to the size and configuration of land developments. Standards as set forth in the current subdivision ordinance shall be maintained and improved as necessary.
4. Development proposals shall take into consideration required fire standards, particularly in regard to critical facilities.
5. It is the policy of the City to enforce policies and objectives of the 1974 Housing and Community Development Act in order to insure safe and decent housing for low- and moderate-income families.
6. It is the policy of the City to maintain adequate street width and connectivity in the circulation system to enable prompt response to calls for services.
7. The street network shall be designed so that it does not pose undue hazards due to excessive vehicle speeds, excessive through traffic in residential neighborhoods or street design on substantial excess of future needs.

CHAPTER 8.0

NOISE ELEMENT

8.0 NOISE ELEMENT

8.1 PROJECT EVALUATION

Objectives

- A. To protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.
- B. To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.
- C. To preserve the tranquility of residential areas by preventing noise producing uses from encroaching upon existing or planned noise-sensitive uses.
- D. To educate the citizens of the City concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.
- E. To emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and/or structural features to buildings containing noise-sensitive land uses.

Policies and Standards

- 1. Areas shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 65 dB Ldn (or CNEL).
- 2. Noise sensitive land uses should be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB Ldn (or CNEL) or less and 45 dB Ldn (or CNEL) or less within interior living spaces. Noise sensitive land uses includes hospitals, residences, schools, churches, and other uses of a similar nature as determined by the Planning Director.
- 3. Industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) should be discouraged if resulting noise levels will exceed 65 dB Ldn (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses.
- 4. The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBQ noise requirements).
- 5. New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.
- 6. The preferred method of noise control used is thoughtful site design. Secondly, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:

- a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
 - b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
 - c. Commercial and industrial structures should be designed so that any noise generated from the interior of the building is focused away from noise sensitive land uses:
 - d. Two-story residential construction should be avoided, where possible immediately adjacent to arterials or collectors unless an adequate combination of noise attenuation procedures are used.
 - e. When possible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.
 - f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
7. The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.
8. Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if all of the following findings are made:
- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).
 - b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dBA.
 - c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.

When noise studies are necessary they should:

- a. Be the responsibility of the applicant.

- b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
 - c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
 - d. Include estimated noise levels in terms of dB Ldn (or CNEL) for existing and projected future (10-30 year hence) conditions, with a comparison made to the adopted policies of the Noise Element.
 - e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element,
 - f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
 - g. The acoustical analysis should be prepared as early in the project review or permitting process as possible, so that noise mitigation measures may be an integral part of the project design rather than an afterthought.
9. All land uses shall conform with the airport compatibility guidelines to minimize the impact of airport operation on noise sensitive land uses.

RETURN TO:

IGSL

LOAN PERIOD	1	2	3
Home Use			
	4	5	6

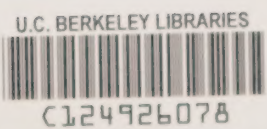
ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

U.C. BERKELEY SENT ON ILL		
OCT 04 2006		
1 MONTH LOAN		
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MAY 22 2007		
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